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Replies to supplementary questions raised by Legislative Council Members in examining the Estimates of Expenditure 2025-26

Director of Bureau : Secretary for Transport and Logistics

Session No. : 13

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CONTROLLING OFFICER'S REPLY

S-TLB001

(Question Serial No. S057)

Head: (158) Government Secretariat:
Transport and Logistics Bureau

Subhead (No. & title): (-) Not Specified

Programme: (3) Air and Sea Communications and Logistics Development

Controlling Officer: Permanent Secretary for Transport and Logistics
(Mr Kevin CHOI)

Director of Bureau: Secretary for Transport and Logistics

Question:

The various measures mentioned by the Bureau in the written reply are believed to be conducive to the transformation and upgrading of Hong Kong's logistics industry. However, in the face of rapid changes such as tariff wars and the global political and economic situation, will the Administration advise on the following:

(1) In terms of financial and investment benefits, does the Government have information on the expected land sale proceeds, employment and economic spillover effects from a quantitative perspective regarding the launch of quality logistics site projects and logistics cluster projects?

(2) Given that the ongoing trade conflicts between the United States and China as well as the high tariff policy have created uncertainties in the global supply chain and also posed challenges to Hong Kong's logistics industry, are there any plans to refine the existing policies so as to ensure that the new planning for the logistics sites and logistics clusters will stabilise the supply chain and attract enterprises to establish presence in Hong Kong? (For example, adjusting the planning parameters of logistics sites and providing financial subsidies for the relevant industries)? and

(3) How does the Government currently prioritise logistics sites in the light of the various development projects and tight financial constraints?

Asked by: Hon LEE Hoey Simon

Reply:

The Government recognises the importance of land to the sustainable development of the logistics industry. As such, in the Action Plan on Modern Logistics Development promulgated in October 2023, the Government has proposed short-, medium- and long-term measures to cope with the demand for logistics sites. Among them, regarding the supply of logistics sites in the short to medium term, the Government undertakes to release 4 quality

logistics sites near the Kwai Tsing Container Terminals for the development of modern, high-end, multi-storey logistics facilities on a regular basis between 2024 and 2027 in the light of the market situation. In the face of the complicated and ever-changing global political and economic landscape, we will closely monitor and review the prevailing economic situation and the actual market conditions, so as to release the relevant logistics sites in a timely manner to meet the development needs of the logistics industry.

As regards the long-term supply of logistics sites, we will develop on land reserved in the New Development Areas (NDAs) in the Northern Metropolis for modern logistics clusters, starting with the logistics site in the Hung Shui Kiu/Ha Tsuen (HSK/HT) NDA as a pilot scheme. The planning study related to the development of modern logistics clusters commenced in 2024. Our preliminary proposal is to develop the logistics clusters through an “enterprise-oriented” approach, create a favourable environment for logistics development, introduce anchor enterprises to drive the development of the entire logistics clusters and attract other ancillary supply chain services to converge in the area to form an organic logistics ecosystem. To ensure that the development of modern logistics clusters will keep pace with market changes and demands, on the one hand, we are having in-depth exchanges and dialogue with major enterprises on the above preliminary proposals to grasp their specific requirements and views, and will further refine the relevant overall planning in the light of the views collected, with the target of announcing the findings of the study within 2025. On the other hand, funding approval for site formation and infrastructure works under the Second Phase development for the HSK/HT NDA was obtained from the Finance Committee of the Legislative Council in May 2024 and the relevant works have commenced immediately afterwards. According to the current programme, site formation and infrastructure works for the logistics clusters will be progressively completed within 2 years after the completion of land resumption in 2026. We will also take on board the views of the industry, which includes considering inviting the industry to submit expressions of interest before releasing the relevant logistics sites, so that we can better grasp the market pulse and ensure that the development parameters and mode of development will reflect the market needs.

- End -

CONTROLLING OFFICER'S REPLY

SV-TLB001

(Question Serial No. SV036)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (YAU Kwok-ting)

Director of Bureau: Secretary for Transport and Logistics

Question:

In order to provide sufficient works duration to carry out the relevant works for enhancing the maintenance quality of the road surface of high speed roads to a more reasonable level, what measures do the Government to put in place to improve the maintenance arrangements of the road surface of high speed roads (including the extent and duration of closure of road sections etc.)?

Asked by: Hon CHAN Han-pan

Reply:

The Highways Department (HyD) has in place a regular mechanism for conducting daily inspections of the trunk roads of high speed roads and would arrange for appropriate maintenance works in a timely manner when damages are identified during inspections or being reported by the public. The scope of repair works depends on the wear and tear of road surfaces. For example, the HyD would, in accordance with its performance pledge, complete the repair works of potholes which are generally small in scale, within 48 hours upon receipt of reports. According to the records of the HyD, all repair works of potholes were completed within 24 hours upon receipt of reports in the past two years. Meanwhile, the HyD would closely monitor the overall conditions of different road sections, and at an appropriate juncture, carry out larger scale and preventive resurfacing works for the road sections in need to further improve road surface conditions having regard to factors such as wear and tear of the roads, traffic flow and the surrounding environment. For maintenance duration, the maintenance team would strive to carry out the repair works at night to reduce the traffic impacts caused by the works. Before the commencement of works, the HyD would formulate a comprehensive plan, as well as coordinate thoroughly with the relevant departments on temporary road closure arrangements in a proactive manner and strive for the longest feasible construction durations for the completion of appropriate maintenance works. In this way, not only road safety can be enhanced, but also the smooth operation of high speed roads can be maintained at the same time.

The HyD is currently conducting study on extension of road closure duration for implementation of more comprehensive road repair works for some old road sections. Take

Lung Cheung Road as an example, multiple damages were identified on its concrete surface due to prolonged use. However, since the repair of concrete surface requires road closure for several days for the material to harden, under such circumstances, taking forward the comprehensive road repair works of the relevant road sections without a compatible alternative route would cause serious impacts on nearby traffic. To this end, the HyD can only adopt temporary repair measures for the relevant road sections. In view of this, the HyD is currently planning to take advantage of the traffic diversion effect upon the commissioning of the Central Kowloon Route and grasp the opportunity of the anticipated reduction in traffic flow on Lung Cheung Road, so as to replace the concrete surface by bituminous surface completely. Such arrangement not only significantly increases the maintenance efficiency in the future, but also improves riding comfort. Although the extension of road closure may cause temporary inconvenience to the public, such an arrangement can completely enhance the road quality in the long term. Thus, it is in fact a more sustainable improvement scheme. The HyD has now initiated the interdepartmental collaborative works and discuss with relevant departments (the Transport Department, the Hong Kong Police Force, etc.) the details of implementation scheme.

Besides, the HyD has fully adopted the highly modified bituminous material in road resurfacing works which has better anti-deformation, anti-aging and anti-fatigue performance than the traditional bitumen since 1 April 2025. The HyD adopts the highly modified friction course on road surface of high speed roads because of its characteristics of high water permeability which let the rainwater drain away from the road surface swiftly. It would significantly reduce the opportunity of traffic accident caused by wet and slippery road surface. Furthermore, such material can also reduce the noise generated by tires running over the road surface, resulting in a quieter road environment. The HyD would continue to develop and introduce more durable bituminous materials for road resurfacing works, to improve the quality of road surface and reduce the maintenance frequency, and at the same time creating a better driving environment for drivers.

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CONTROLLING OFFICER'S REPLY

SV-TLB002

(Question Serial No. SV032)

Head: (60) Highways Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (YAU Kwok-ting)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the delay in projects under the “Universal Accessibility” (UA) Programme resulted from unsatisfactory performance of individual contractor, will the Government consider increasing the retention money, which would be released to the contractor upon completion of the contract as stipulated in the works contract currently, from 1.25% to 10% of the costs of works so as to reduce delay in projects?

Asked by: Hon YANG Wing-kit

Reply:

According to the current procurement policy of public works, the Government would specify in the works contract that 1% to 2.5% of the costs of works payable to the contractor would be deducted as retention money (depending on the amount of works contract) to protect the rights and interests of the Government. The retention money would be released to the contractor upon completion of the contract. If the contractor fails to complete the works according to the schedule stipulated in the contract, the Government would deduct an appropriate amount from the retention money to cover the loss according to the contract mechanism. The Government would recover the difference from the contractor if the amount is insufficient.

To reduce delay in projects, there are provisions in public works contracts to protect the rights and interests of the Government. If the delay is caused by the contractor, the contractor would be liable to pay the liquidated damages to the Government. Besides, the relevant performance of the contractor would be reflected in the contractor's quarterly performance report. This assessment system facilitates the Government in taking appropriate regulatory actions, including suspending the contractor from tendering or removing the contractor's name from the relevant list of contractors, when necessary. Besides, the future opportunity of being awarded a tender would be affected by the performance score of the contractor. These measures are more effective in reducing delay in projects than increasing the retention money of works contracts. As a matter of fact, the financial burden of the contractor would be aggravated by increasing the retention money of works contracts, which may result in a

rise in contract price ultimately. We consider that the current amount of retention money ensures effective protection of the Government's rights and interests.

Furthermore, the Highways Department would adopt different measures proactively to strictly monitor the progress of projects. For example, if the works progress is affected by the unsatisfactory performance of the contractor, we would issue a warning letter to the contractor and urge the contractor to immediately allocate resources. Besides, we would explore to re-sequencing works and other delay recovery measures with the contractor etc. This is to ensure that the contractor complies with all contract obligations for timely completion of the works.

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CONTROLLING OFFICER'S REPLY

SV-TLB003

(Question Serial No. SV034)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Regarding the Labour Importation Scheme for Transport Sector, will the Government explain why it does not maintain the statistics on imported drivers involved in traffic offences and accidents?

Asked by: Hon CHAN Pui-leung

Reply:

Like local public light bus/coach drivers, the performance of imported drivers is monitored by the operators. The operators are obliged to provide appropriate and proper services according to the requirements of the Transport Department (TD), including monitoring the driving and service performance of all drivers employed. If a traffic accident is involved, TD will require the operator concerned to submit an investigation report, urge the operator to strengthen drivers' management, and take appropriate follow-up actions against the operator based on the investigation outcome.

TD will also inspect the performance of drivers (including local and imported drivers) on site in the regular monitoring to ensure that the driving and service performance of drivers meet the requirements. If any irregularity is found, TD will follow up with the operators concerned. Based on our observation, imported drivers could provide high-level services.

At present, TD does not require operators to provide statistics on drivers employed by them (including local and imported drivers) involved in traffic offences and accidents; and the traffic accident statistics provided by the Hong Kong Police Force do not have a breakdown by local or imported drivers.

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CONTROLLING OFFICER'S REPLY

SV-TLB004

(Question Serial No. SV037)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (3) District Traffic and Transport Services

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

Please provide details of the routes, frequencies and patronage of public transport (including franchised bus and green minibus) serving the West Kowloon Cultural District.

Asked by: Hon SO Cheung-wing

Reply:

At present, there are seven franchised bus routes and five green minibus (GMB) routes providing services to/from the West Kowloon Cultural District via different districts on the Hong Kong Island and in Kowloon as well as Tseung Kwan O District in the New Territories. Details of the routes, frequencies and patronage are set out in **Annex**.

The Transport Department (TD) will continue to review the routes through various channels including on-site surveys and timely adjust the relevant frequencies and routeings.

Details of Franchised Bus and GMB Routes Serving West Kowloon Cultural District

Route	Origin – Destination	Service date and hours	Frequency (minutes)	Patronage during the on-site survey (Note 1)
Franchised bus route				
The Kowloon Motor Bus Company (KMB) Route No. 296D	Kowloon Station – Sheung Tak	From 5:50 a.m. to midnight daily	20-30	207
Citybus Limited (CTB) Cross Harbour Route No. 973	Tsim Sha Tsui (Mody Road) – Stanley	From 7:00 a.m. to 9:00 p.m. on Saturdays, Sundays and public holidays	30-60	116
KMB Route No. W4	High Speed Rail (West Kowloon Station) – Hong Kong Palace Museum (Circular)	From 8:00 a.m. to 8:30 p.m. on Saturdays, Sundays and public holidays	15-20	35
KMB Route No. HK1	Star Ferry Pier – Wong Tai Sin (Circular)	From 10:00 a.m. to 6:00 p.m. on Mondays to Fridays; From 10:00 a.m. to 8:00 p.m. on Saturdays, Sundays and public holidays	30	26 (Note 2)
CTB Cross Harbour Route No. H1S	Central – Museum Drive (Circular)	From 11:45 a.m. to 5:45 p.m. daily	30	(Note 3)
CTB Cross Harbour Route No. H2	Tsim Sha Tsui – Central (Circular)	From 12:30 p.m. to 7:30 p.m. daily	60	355

Route	Origin – Destination	Service date and hours	Frequency (minutes)	Patronage during the on-site survey (Note 1)
CTB Cross Harbour Route No. H2K	Central – Museum Drive (Circular)	From 7:00 p.m. to 10:00 p.m. daily	30-60	80 (Note 4)
GMB route (Note 5)				
Route No. CX1	Austin Station – Hong Kong Palace Museum (Circular)	From 9:00 a.m. to 8:30 p.m. daily	10	232
Route No. 26	Kowloon Station – To Kwa Wan	From 6:00 a.m. to 11:30 p.m. daily	8-12	179
Route No. 74	Kowloon Station – Mong Kok	From 6:15 a.m. to 11:30 p.m. daily	10-12	188
Route No. 74S	Kowloon Station – Ho Man Tin Hill Road	From 7:00 a.m. to 10:00 p.m. daily	12-20	136
Route No. 77M	Kowloon Station – Tsim Sha Tsui East	From 9:30 a.m. to 7:00 p.m. daily (except from 9:30 a.m. to 10:30 p.m. on Fridays)	10-12	164

Note 1: The patronage is based on the on-site survey conducted by TD from 4 p.m. to 7 p.m. on 2 November 2024. The patronage varies subject to factors such as frequencies, service areas and fares of routes.

Note 2: As KMB Route No. HK1 has just commenced service in late September last year and its operating period is still short, the changes in the patronage remain to be seen. TD will closely monitor the operation of various routes and maintain communication with the operators.

Note 3: As CTB Cross Harbour Route No. H1S has just commenced service on 17 March this year, TD does not have the relevant data.

Note 4: Only the data of the first two bus departures on the day of the survey was recorded.

Note 5: GMB operators will flexibly increase the service frequency to strengthen the service in the light of demand. Passengers can board the first or subsequent arriving minibus in general.

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CONTROLLING OFFICER'S REPLY

SV-TLB005

(Question Serial No. SV031)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

- (a) Has the Government formulated rigid targets for the lost trip rates of franchised buses?
- (b) Despite the decrease in lost trip rates of franchised buses in the past five years, what are the reasons for the continuous rise in the numbers of complaints against franchised bus operators in relation to standard of service and adequacy of service received by the Transport Department?

Asked by: Hon TANG Ka-piu

Reply:

- (a) “Lost trip” refers to the situation where a franchised bus operator (FBO) has not operated a scheduled departure, while “lost trip rate” is calculated as the percentage of “lost trips” against the total number of scheduled departures in the Schedule of Service over a given period of time. As lost trips of bus services may be caused by a number of factors (including situations that are not within the control of FBOs, such as inclement weather or road accidents, etc.), the Transport Department (TD) has not set rigid targets for the lost trip rates.

Nevertheless, TD has been closely monitoring the regularity of franchised bus services through various means, including inspecting and reviewing the operating records and data from FBOs, conducting on-site surveys, and analysing complaints and suggestions made by passengers regarding lost trips of bus services. TD will also examine the causes of lost trips and follow up in a serious manner under the rigorous and fair mechanism in place, such as requiring FBOs to give a more detailed categorisation of the causes of lost trips and issuing reminding letters, advisory letters and warning letters to FBOs, and will address the situation having regard to the causes. Follow-up actions would be taken before the “lost trip rate” reaches the particular level. In the past five years, the overall “lost trip rate” of FBOs has decreased from 6.3% in 2020 to 2.5% in 2024.

- (b) The numbers of complaints concerning standard of service and adequacy of service are affected by numerous factors. As always, TD will handle the complaints received in accordance with the established mechanism.

As the society had returned to normalcy after the epidemic, passengers' demand for bus services has increased significantly, while FBOs had been facing the problem of manpower shortage, the number of complaints against franchised bus services had been on an upward trend since 2022. In response to the changes in passengers' travelling patterns and needs after the epidemic, TD then reviewed the service levels of franchised bus routes and passenger demand of each district to plan for the improvement and rationalisation of franchised bus services, including adjustment of frequencies or service hours, and bus route rationalisation, etc., through the established mechanism with FBOs. FBOs also adopted a multi-pronged approach to actively improve franchised bus services, and strengthened recruitment efforts and improved remuneration packages to retain employees so as to avoid irregularity of services caused by shortage and wastage of bus captains.

TD will sustain the efforts and encourage FBOs to continuously improve their services to meet passenger demand.

- End -

CONTROLLING OFFICER'S REPLY

SV-TLB006

(Question Serial No. SV033)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

To combat improper occupation of on-street metered parking spaces more effectively, will the Government consider increasing their parking fees? For example, will it contemplate switching from the existing arrangement of charging a flat rate per session of 15 or 30 minutes to a system where the rate increases with parking duration, such as by starting at \$2 for the first 15 minutes and rising exponentially to \$16 for the fourth 15 minutes and so on?

Asked by: Hon YANG Wing-kit

Reply:

On-street parking spaces are provided to cater for short-term parking needs of motorists. These parking spaces are normally metered for fee collection to discourage prolonged parking so as to enhance their availability to more motorists. At present, the maximum parking meter fee is set at \$2 per 15 minutes, which has not been adjusted for more than 30 years. We are examining the specific proposal and timetable for adjusting the parking meter fee, and will consult the Panel on Transport of the Legislative Council in April.

Regarding the suggestion of adopting a rate which increases with parking duration, the Government will timely review its feasibility, considering factors like the actual mode of operation and technical support required for the meter system. At the same time, the Transport Department (TD) will continue to consolidate the occupancy and payment status of the metered parking spaces through the relevant backend computer system to identify parking spaces which are occupied without payment and share the information with the Hong Kong Police Force to facilitate its enforcement actions. In addition, TD will continue to review the demand for parking spaces and utilisation of metered parking spaces in various districts, and make appropriate adjustments to the "longest parking period" and the fee per session at individual locations so as to increase their turnover and achieve more effective traffic management.

- End -

CONTROLLING OFFICER'S REPLY

SV-TLB007

(Question Serial No. SV035)

Head: (186) Transport Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Planning and Development

Controlling Officer: Commissioner for Transport (Ms Angela LEE)

Director of Bureau: Secretary for Transport and Logistics

Question:

The Government has indicated in the written reply that the MTR Corporation Limited (MTRCL)'s quarterly rate of "passenger journeys on time" reached 99.8% to 100% between 2020 and 2024. This indicator is used for compilation of statistics on the proportion of passenger journeys completed within five minutes of scheduled journey time, which can also reflect the ratio of passenger journeys affected by incidents of MTR service disruption. However, MTRCL cannot provide figures of train trips delayed for more than five minutes and the numbers of passengers affected during the above period. As these figures are relevant for the calculation of the rate of "passenger journeys on time", MTRCL should have compiled and kept record of such statistics. Will the Government follow up with MTRCL on the provision of these figures? If MTRCL still cannot provide or does not have such figures, please explain the reasons.

Asked by: Hon ZHANG Xinyu, Gary

Reply:

Regarding the figures of train trips delayed for more than five minutes and the numbers of passengers affected relating to various MTR lines, the relevant information is basically reflected in the indicators of "train punctuality" and "passenger journeys on time" already. The two indicators measure respectively the proportions of train trips and passenger journeys completed on time in the MTR railway network. The higher the indicator reading, the lower the number of train trips or passenger journeys affected by delayed journeys resulting from service disruption.

For the compilation of the indicators of "train punctuality" and "passenger journeys on time" for the MTR railway network, MTRCL has counted in the number of train trips failing to run as scheduled due to factors under its control and the number of passengers affected by service disruption of five minutes or more, which respectively reflect the ratios of train trips and passenger journeys affected by railway service disruption.

Between 2020 and 2024, the MTR heavy rail network operated more than 1.60 million to 1.80 million train trips annually, with an average daily patronage of about 3.50 million to 5.00 million passenger journeys (Note 1). Among these, the rates of train trips and passenger journeys on time reached 99.6% to 100% and 99.8% to 100% respectively. In other words, with calculation based on the rate of “passenger journeys on time” of 99.9% in 2024, a passenger will be unable to complete a journey within five minutes of the scheduled time (i.e. delayed for five minutes or more) only once in every 1 000 rides.

Note 1: Amidst the COVID-19 pandemic, MTR recorded an average daily patronage of about 3.50 million passenger trips in 2020.

- End -